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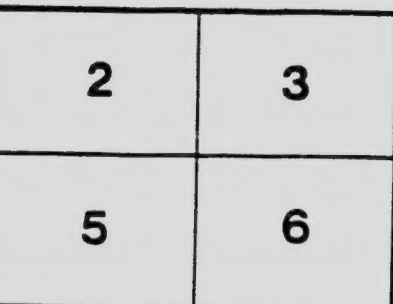
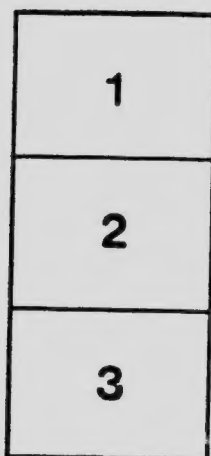
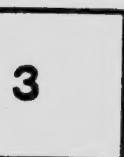
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**The
Georgian Bay
Canal**

**A FEW EVIDENCES
OF
PUBLIC OPINION**



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"The Twentieth Century be-
longe to Canada."

—Sir Wilfrid Laurier

"It is now Canada's day—a
time of confidence and of the full-
est assurance that our country
has entered upon a period of
rapid and definite expansion, cal-
culated to be the most extended
in its history."

—Hector Steacie, Chairman

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Georgian Bay Canal

Major G. W. Stephen, President of the Montreal Harbor Commissioners, has written to a Fort William gentleman, explaining his attitude favouring the concentration of Canadian energies on the construction of the Georgian Bay Canal, instead of the deepening of the Welland. Supporters of the Welland scheme took issue with the Montreal official principally because Lake Ontario interests are based on continued business through the Welland. Major Stephen says:

"I made this statement that Canadians should not undertake the deepening of the Welland Canal from Lake Erie to Lake Ontario from 14 to 22 feet, unless they were prepared to deepen the balance of the canals between Lake Ontario and Montreal to the same depth, because from the very best information available, which I am bound to regard as authoritative, plan, estimates and a favourable report have been presented to the State Senate of New York for the building of a 21-foot waterway from Oswego to the Hudson River. Furthermore, included in this waterway system of our neighbour is an amount of \$42,500,000 set aside for the building of a 21-foot waterway from Lake Erie to Lake Ontario with American money.

"If this is true we ought to let the Americans build this canal with their own money, and save our \$35,000,000, and I believe if all Canadians concentrate on the Georgian Bay route and build it, our American friends would be forced to build the deepened Welland Canal, and the other waterway.

"We ought to all work for the integrity of our Canadian water transportation and not do anything that will help to divert our export and import business through foreign ports,"—*Fort William Herald*.

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ONE OF THE FIRST ACTIONS DEMONSTRATING THE GENERAL FAVOUR IN WHICH THE PROJECT IS HELD WAS THE FOLLOWING PETITION TO SIR WILFRID LAURIER, SIGNED BY UPWARDS OF ONE HUNDRED MEMBERS OF PARLIAMENT IN 1904.

THE RIGHT HONOURABLE
SIR WILFRID LAURIER, G.C.M.G.,
PREMIER:—

We, the undersigned, Members of Parliament, have given careful consideration to the subject of Transportation in connection with the proposed ship canal from Georgian Bay by Ottawa to Montreal.

It is clear that the enormous lake trade which exists in millions of tons is impatiently waiting for quicker and cheaper means of reaching the Seaboard.

That since the last Session of Parliament, as a result of careful enquiry, we have been convinced that a waterway of less than 20 feet, that is which would not allow the best type of lake freighter to reach the Seaboard, cannot materially modify the existing transportation rates.

That the French River and Ottawa route is the shortest from Western Lake ports to the Seaboard by 400 miles and has by nature been peculiarly marked out for such a ship canal, consisting as it does of a series of lakes and deep waterways.

That the guarantee of interest for a term of years upon the sum required for constructing a 20-foot ship canal would be a comparatively moderate undertaking for this country, with its immense resources, and having in view the vast development of trade which would necessarily result from its construction and operation.

That with a moderate toll, which will still keep the cost of transportation by this route at less than two-thirds of the present lowest rate, a profitable revenue seems to be assured, proving it to be a sound business proposition.

We believe that the opening of this Ship Waterway will be of the greatest

advantage to the Dominion and will bring us both commercial prosperity and prestige.

We therefore desire to express to you our views and venture to hope that your Government will ask the authority of Parliament during the present Session to take the matter in hand in such a manner as you may consider most expeditious and economical for bringing the undertaking to a speedy realization.

All of which is respectfully submitted.

(Sgd.) Thos. Mackie, N. Renfrew.

- " Thos. Birkett, Ottawa.
- " John Tolmie, West Bruce.
- " J. J. Hughes, Kings, P.E.I.
- " Alex. Johnston, Cape Breton.
- " Arthur Kendall, Cape Breton.
- " C. A. McCool, Nipissing.
- " Bennett Rosamond, North Lanark.
- " R. Bickerdike, Montreal.
- " R. Prefontaine, M.P., for Maisonneuve & Terrebonne.
- " John Haggart, South Lanark.
- " W. McCreary, Selkirk.
- " A. E. Dymont, Algoma.
- " F. D. Monk, Jacques-Cartier.
- " H. A. Ward, East Durham.
- " T. G. Roddick, St. Antoine.
- " V. Geoffrion, Chambly & Vercheres.
- " D. Gallery, St. Anne's, Montreal.
- " Thomas Murray, Pontiac.
- " J. Reid, Restigouche.
- " Aulay Morrison, New Westminster, B. C.
- " J. A. Ethier, Two-Mountains.
- " Geo. Turcot, Megantic.
- " A. H. Bruneau, Richelieu.
- " E. Proulx, M. P., Prescott.
- " Thomas Fortin, M.P., Laval.
- " L. N. Champagne, M.P., Wright.
- " J. A. C. Madore, M. P., Hochelaga.
- " Edw. Gawlor Prior, M. P., Victoria, B.C.
- " J. E. Archambault, M. P., Berthier, Que.
- " Albert Malouin, M.P., Que.
- " Joseph J. Tucker, M.P., City and County, St. John, N.B.
- " O. E. Talbot, M.P., for Bellechasse.
- " A. J. S. Copp, Digby, N.S.
- " H. Cargill, East Bruce, Ont.
- " L. P. Brodeur, Rouville.
- " H. J. Logan, Cumberland, Nova Scotia.
- " H. R. Emmerson, Westmoreland, N.B.
- " L. Lavergne, Drummond and Arthabaska.
- " W. S. Calvert, M. P., West Middlesex.
- " E. W. Tobin, M.P., Richmond & Wolfe.
- " Wm. C. Edwards, Russell.

- (Sgd.) E. Cochrane, Northumberland.
- " O. Turgeon, Gloucester, N.B.
 - " Edw. H. Horsey, North Grey.
 - " T. G. Johnston, West Lambton.
 - " F. B. Wade, Annapolis, N.S.
 - " C. F. McIsaac, Antigonish, N. S.
 - " A. McLellan, Inverness, C. B.
 - " Thos. B. Flint, Yarmouth, N.S.
 - " P. R. L. Martineau, Montmagny, Que.
 - " W. A. Galliher, Yale, Cariboo.
 - " Hugh Guthrie, S. Wellington.
 - " D. C. Fraser, Guysboro.
 - " Charles Mareil, Bonaventure.
 - " A. A. Wright, South Renfrew.
 - " Alex. Gibson, Marysville, N. B.
 - " W. S. MacLaren, Huntingdon.
 - " Geo. Taylor, South Leeds, Ont.
 - " R. D. Wilnot, Sunbury & Queens, N.B.
 - " A. A. LaRiviere, Provencher, Man.
 - " W. J. Roche, Marquette, Man.
 - " G. A. Clare, South Waterloo.
 - " F. O. Dugas, Montcalm.
 - " J. B. Morin, Dorchester.
 - " George McCormick, Orillia.
 - " M. S. Delisle, Portneuf.
 - " Jas. P. Brown, Chateauguay, Que.
 - " D. Monet, Laprairie-Napierville.
 - " H. S. Harwood, Vaudreuil, Que.
 - " Jos. E. Seagram, N. Waterloo.
 - " A. C. Bell, Picton.
 - " N. A. Belcourt, Ottawa.
 - " A. W. Carscallen, N. Hastings.
 - " R. M. S. Mignault, Yamaska.
 - " J. B. McColl, West Northumberland.
 - " W. J. Lewis, Albert, N.B.
 - " Geo. W. Fowler, Kings, N.B.
 - " O. J. LeBlanc, M.P., Kent, N.B.
 - " A. Bourbonnais, Soulanges.
 - " Chas. Bazinet, Joliette.
 - " Edmond Fortier, Lotbiniere.
 - " John Costigan, Victoria, N.B.
 - " Joseph Matheson, M.P., Richmond, C. B.
 - " W. Ross, M.P., Victoria.
 - " William Roche, M.P., Halifax.
 - " B. Russell, M. P., Hants, N. S.
 - " James Kendry, M.P., Peterboro, West.
 - " D. K. Erb., M.P., S. Perth.
 - " Jacques Bureau, M.P., Three Rivers & St. Maurice.
 - " Angus McLeod, North Ontario.
 - " S. E. Gourley, M. P., Colchester, Co., N.S.
 - " C. H. Parmelee, Shefford.
 - " John Lang, Peterboro.
 - " John R. Lavell, North Leeds & Grenville.
 - " Edward Kidd, County Carleton.
 - " Rodolphe Lemieux, Comte de Gaspé.
 - " Jas. Girard, M.P., for Chicoutimi & Saguenay.
 - " J. A. Rousseau, M.P., Champlain.

(Sgd.) F. H. Hale, Carleton, N.B.

" C. E. Kaulbach, M.P., Lunenburg, N.S.

" E. Hackett, West Prince.

" Alfred A. Lefurgey, East Prince.

" Robert Holmes, M.P., West Huron.

" Malcolm McGugan, South Middlesex.

" Arthur W. Puttee, Winnipeg.

" R. A. Pringle, Cornwall & Stormont.

" R. H. Pope, Compton, Que.

" R. C. Laurier, L'Assomption County.

" O. Desmarais, St. Jacques, (Montreal.)

" J. E. Marcil, Acton Vale, Bagot.

" Henry Lovell, Stanstead.

THE FOLLOWING EXTRACTS ARE TAKEN
FROM MEMORIALS, RESOLUTIONS
AND MESSAGES RECEIVED BY THE
CANADIAN FEDERATION OF BOARDS
OF TRADE AND MUNICIPALITIES FOR
PRESENTATION TO THE GOVERN-
MENT DURING THE PAST FEW
MONTHS:—

MONTREAL CITY COUNCIL:

MONTREAL BOARD OF TRADE:

"River and Canal Routes, That because of the improvement of the Erie Canal, which might divert to Oswego traffic passing through the Welland Canal, the deepening of the Welland Canal is no longer advisable and that instead, the immediate prosecution of the *work of deepening and canalling the French River should be most energetically advocated, and that it should take precedence of all other works in connection with transportation.*"

"Railways, That while the Board of Trade has advocated by resolution the extension of the Intercolonial Railway to Georgian Bay, and still believes that such extension is desirable, the Board most earnestly urges *that the deepening and canalling of the French and Ottawa rivers route be first completed, it being by far the most important work in connection with the transportation interests of this country.*"

MONTREAL CORN EXCHANGE:

"Your Committee being asked to join in a deputation to urge upon the Do-

minion Government the immediate necessity for the building of a new Welland Canal, replied that being in favour of the prompt construction of the Georgian Bay Canal, it could not be represented on any delegation advocating the present building of a new Welland."

MONTREAL CHAMBRE DE COMMERCE:

"Are of opinion that this work is required to aid in the development of an immense commerce by facilitating the movement of the products of the Northwest to Montreal as the head of ocean navigation."

"Believe further that the execution of this project will bring all parts of Canada into close and more intimate commercial relations, notably the East and West, as well as Canada and the mother country, and will encourage the ocean steamship companies to better their service by attracting large modern ships to the St. Lawrence route thus improved."

FEDERATION DE CHAMBRES DE COMMERCE DE QUEBEC:

(Representing the following bodies).

Beauharnois, Chambre de Commerce.
Chicoutimi, Chambre de Commerce de Saguenay.
Drummondville, Chambre de Commerce.
Fraserville, Chambre de Commerce.
Hull, Chambre de Commerce.
Joliet, Chambre de Commerce.
Lachine, Chambre de Commerce.
Lac Megantic, Chambre de Commerce.
Marieville, Chambre de Commerce.
District de Montreal, Chambre de Commerce.
Nicolet, Chambre de Commerce.
Quebec, Chambre de Commerce.
Sherbrooke, Board of Trade.
Sorel, Chambre de Commerce.
St. Basile de Portneuf, Chambre de Commerce.
St. Hyacinthe, Chambre de Commerce.
Trois-Rivières, Chambre de Commerce.
Ville-Marie, Chambre de Commerce.

"Approve the construction of the Georgian Bay Canal with the least possible delay."

"Are convinced that this work will give Canada a great agricultural and industrial development, owing to the immense water powers which it will bring to the doors of the industries of Canada."

QUEBEC CITY COUNCIL:

"Gives its cordial support to the recommendation which the Canadian Federation of Boards of Trade and Municipalities intend to make in favour of the great national undertaking, the Georgian Bay Canal."

SHERBROOKE, QUE., CITY COUNCIL:

"Earnestly submit to the Government of Canada that the Georgian Bay Canal should be commenced at an early date and completed as soon as possible."

THREE RIVERS, QUE., CITY COUNCIL:

"Wish full success of movement for early construction of the Georgian Bay Canal."

BRUCE MINES, ONT., TOWN COUNCIL:

"Feel very strongly that the benefits in the way of commercial prosperity which will result to the whole Dominion of Canada by the building of the Canal amply justify the Government in undertaking at once its construction."

PORT ARTHUR, ONT., CITY COUNCIL:

"Is heartily in favour of the earliest possible construction of the Georgian Bay Canal, believing it will be of the highest advantage to Canada at large to provide without delay navigation facilities between the head of the Lakes and the Atlantic Seaboard, which will enable the largest ships now employed on the Lakes to pass freely without breaking bulk between the Atlantic Seaboard and this City."

OTTAWA BOARD OF TRADE:

"The opening of the through deep waterway from Montreal to the upper Lakes by the Ottawa and French Rivers route is an urgent and immediate necessity for the preservation of commerce in national channels, for development of national resources and for creation of national strength."

"Its construction will provide needed facilities for and result in enormous

savings in moving the crops of the Northwest, will greatly promote the iron and steel industries of the Dominion and aid in the establishment of Canadian ship-building on both the Lakes and the Coast.

"These and other advantages, such as giving needed facilities to a large undeveloped area, fastening Interprovincial commerce, and opening a safe, sheltered and direct trade route through the heart of the country, and readily defensible, should give this project unquestioned priority in any plans for the further improvement of Canada's waterways."

ST. BONIFACE, MAN., CITY COUNCIL:

"Approves of the construction of the Canal at as early a date as possible."

ROUVILLE, QUE., CHAMBRE DE COMMERCE:

"Strongly support immediate construction of the Georgian Bay Canal."

ST. JOHN, N.B., CITY COUNCIL AND BOARD OF TRADE:

"Endorse efforts for early construction of Georgian Bay Canal."

SAULT STE. MARIE, ONT., BOARD OF TRADE:

"Cordially support Georgian Bay Canal scheme, and hope efforts to secure early construction will be successful."

CALGARY, ALTA., CITY COUNCIL:

"Believe this Canal would be of great advantage in the matter of cheap transportation of our Western products."

CALGARY, ALTA., BOARD OF TRADE:

"Endorse Mayor's message favoring early construction of Georgian Bay Canal."

CLINTON, ONT., PRES., BOARD OF TRADE:

"Without exception the most important work; if not the most vital to the interests of Canada that could possibly be undertaken by any Govern-

ment, and the sooner the Canal is started and completed the better."

FORT WILLIAM, ONT., BOARD OF TRADE:

"Our Board is vitally interested in the matter."

KILLARNEY, MAN., BOARD OF TRADE:

"Wish every success with the Government relative to early commencement of the Canal."

NEEPAWA, MAN., TOWN COUNCIL:

"Are in entire sympathy with this movement for early construction of the Canal."

KENORA, ONT., TOWN COUNCIL:

"This Council approves the movement for early construction of this Canal."

DRUMMONDVILLE, QUE., TOWN COUNCIL:

"In full harmony with the movement for early commencement of the Canal."

LACHUTE, QUE., TOWN COUNCIL:

"Are heartily favourable to project."

CALEDONIA, N. S., NORTH QUEEN'S BOARD OF TRADE:

"Are in cordial sympathy with the movement for early construction of the Canal."

SHERBROOKE, QUE., BOARD OF TRADE:

"Entirely approves and heartily endorses the project."

PORTNEUF, QUE., COUNTY COUNCIL:

"Approves the project which will tend to help the prosperity of the whole country."

LAPRAIRIE COUNTY COUNCIL:

"Feels that the Province of Quebec is specially interested in the success of this national enterprise."

ARNPRIOR, ONT., BOARD OF TRADE:

"Considers the early construction of the Georgian Bay Canal of vital and national importance to Canada."

SIMILAR EXPRESSIONS TO THE ABOVE
HAVE BEEN RECEIVED FROM THE
FOLLOWING, AMONG OTHER BODIES:

Almonte, Ont., Board of Trade.
Amherst, N.S., Board of Trade.
Cache Bay, Ont., Board of Trade.
Cobalt, Ont., Board of Trade.
Callender, Ont., Board of Trade.
Chicoutimi, Que., Chambre de Commerce.
Dominion City, Man., Board of Trade.
Fort Saskatchewan, Alta., Board of Trade.
Grand Mere, Que., Chambre de Commerce.
Hull, Que., Chambre de Commerce.
Halifax, N.S., Board of Trade.
Joliette, Que., Chambre de Commerce.
Mattawa, Ont., Board of Trade.
Moose Jaw, Sask., Board of Trade.
North Bay, Ont., Board of Trade.
Parry Sound, Ont., Board of Trade.
Pembroke, Ont., Board of Trade.
Pictou, N. S., Board of Trade.
Qu'Appelle, Sask., Board of Trade.
Renfrew, Ont., Board of Trade.
St. Hyacinthe, Que., Chambre de Commerce.
Sturgeon Falls, Ont., Board of Trade.
Temiscaming, Ont., Board of Trade.
Thessalon, Ont., Board of Trade.
Aylmer, Que., Town Council.
Arnprior, Ont., Town Council.
Almonte, Ont., Town Council.
Arthabaska, Que., County Council.
Bryson, Que., Town Council.
Bonfield, Ont., Town Council.
Brandon, Man., City Council.
Bordeaux, Que., Town Council.
Buckingham, Que., Town Council.
Chicoutimi, Que., Town Council.
Coaticook, Que., Town Council.
Casselman, Ont., Town Council.
Cache Bay, Ont., Town Council.
Campbell's Bay, Que., Town Council.
Cobalt, Ont., Town Council.
Chapleau, Que., Town Council.
Carleton, Ont., County Council.
Chicoutimi, Que., County Council.
Calumet Island, Que., Township Council.
Chapeau, Que., Township Council.
Chapleau, Que., Township Council.
Clarendon, Que., Township Council.
Danville, Que., Town Council.
Drummondville, Que., Town Council.
Elk City, Ont., Town Council.
Ferris, Ont., Township Council.
Grenville, Que., Town Council.
Gowganda, Ont., Town Council.
Gloucester, Ont., Township Council.

Glace Bay, N. S., Town Council.
 Hawkesbury, Ont., Town Council.
 Haileybury, Ont., Town Council.
 Hull, Que., City Council.
 Horton, Ont., Township Council.
 Howland, Ont., Township Council.
 Hawkesbury, Ont., Township Council.
 Hull, Que., Township Council.
 James, Ont., Township Council.
 Kenora, Ont., Town Council.
 Lunenburg, N. S., Town Council.
 L'Original, Ont., Town Council.
 Longue Pointe, Que., Town Council.
 Litchfield, Que., Township Council.
 Maxville, Ont., Town Council.
 Mattawa, Ont., Town Council.
 McMab, Ont., Township Council.
 Moncton, N. B., Town Council.
 Montebello, Que., Town Council.
 Moose Jaw, Sask., City Council.
 North Bay, Ont., Town Council.
 New Liskeard, Ont., Town Council.
 Navan, Ont., Township Council.
 North Gower, Ont., Township Council.
 Ottawa, Ont., City Council.
 Onslow, Que., Township Council.
 Parry Sound, Ont., Town Council.
 Pembroke, Ont., Town Council.
 Parrsboro, N. S., Town Council.
 Portage du Fort, Que., Town Council.
 Plantagenet, Ont., Township Council.
 Pembroke, Ont., Township Council.
 Pointe aux Trembles, Que., Town Council.
 Pointe Claire, Que., Town Council.
 Point Fortune, Que., Town Council.
 Pontiac, Que., County Council.
 Quyon, Que., Town Council.
 Rimouski, Que., Town Council.
 Renfrew, Ont., Town Council.
 Rockland, Ont., Town Council.
 Rock Island, Que., Town Council.
 Sturgeon Falls, Ont., Town Council.
 St. Eustache, Que., Town Council.
 Shawville, Que., Town Council.
 Steelton, Ont., Town Council.
 St. Isidore, Que., Town Council.
 Springer, Ont., Township Council.
 Terrebonne, Que., Town Council.
 Templeton, Que., Township Council.
 Torbolton, Ont., Township Council.
 Tehkummah, Ont., Township Council.
 Webbwood, Ont., Town Council.
 Widdifield, Ont., Township Council.
 Windsor, N. S., Town Council.
 Waterloo, Que., Town Council.
 Wetaskiwin, Alta., City Council.

THE PREMIER.

"Happily Canada is not under the burdens of militarism that affected Europe. Her chief item of expenditure is in creating routes for her commerce. She has to complete her railway system, and build the Georgian Bay Canal."—*Sir Wilfrid Laurier at Imperial Conference, 1907.*

Replying to a deputation of the City Council of Montreal, in July, 1908, Sir Wilfred Laurier said:

"He could not conceive of any two views on the subject of construction. The route was naturally the great outlet of the West, nor could he see any rival of the Canal."

"If the Georgian Bay Canal is in your hearts, it is just as much a scheme of my heart. It is not a scheme for North Bay alone. It interests the City of Montreal. It interests all who inhabit the banks of the St. Lawrence. It interests the men who till the soil and raise the wheat in the Western Provinces. They need the shortest, best and cheapest route to the market. And it goes without saying that the shortest, best and cheapest route is the Georgian Bay Canal.

If Providence spares me, and the Canadian people leave me and my friends at the head of affairs, it will be our duty to take up the Georgian Bay Canal as soon as the resources of the country permit us."—*Sir Wilfrid Laurier, at North Bay, 1908.*

"My only regret is that the Government cannot commence the Georgian Bay Canal tomorrow. I shall be very happy if I can see this great national enterprise accomplished under my administration as Prime Minister of Canada."—*Sir Wilfrid Laurier in reply to deputation, March 2, 1910.*

"All were agreed that the construction of the Canal would be in the interests of the whole country."—*Hon. Wm. Pugsley, 1910.*

"The project of a deep waterway from the Great Lakes to Montreal, all British, was a most fascinating one, and he desired to be counted among the supporters of the enterprise.

"It is one of the big things we will do, and do in the near future."—*Hon. W. S. Fielding, February, 1910.*

"That is a great work and will be met in due time by this Government, which has always had the courage to meet and grapple with great projects."—*Hon. G. P. Graham, 1910.*

"I am fully convinced that if the largest lake vessels will be able to navigate upon it a solution of our transportation will be reached."—*M. J. Butler, recently Deputy-Minister of Railways and Canals.*

"We have our internal waterways. We must endeavour to shorten the distance between Georgian Bay and the seaboard and improve the routes so as to make traffic cheaper."—*Sir Thomas Shaughnessy.*

"Our lake and ocean carrying trade should be carried on by our own people as far as possible, in Canadian ships, owned by Canadians. It does not seem to me that there could be a more patriotic aim than to endeavour to keep Canadian trade in Canadian channels."—*Hon. Wm. Pugsley.*

"Our wheat supply will soon be a huge proposition, and we must provide facilities to handle the surplus. If we do not it will find an outlet otherwise than through Canadian channels. Acreage in the West is going to increase rapidly, so that we cannot delay."—*Jas. Carruthers, Montreal.*

"\$100,000,000 would be well spent".—*Victoria, B.C., Times.*

"A great thing for Canada."—*Vancouver, B.C., Province.*

"Would be of almost incalculable benefit to Canada from a commercial standpoint."—*Nelson, B.C., News.*

"It will be worth the cost."—*Heward, Sask., Chronicle.*

"Is of particular interest to the West."—*Regina, Sask., Leader.*

"Pressing itself upon public attention."—*Orillia Times.*

"There is a very general desire to have this work undertaken."—*Penetanguishe Herald.*

"Is a development of the St. Lawrence route as much as the deepening of the Soo Canal."—*St. Mary's Argus.*

"Destined to be as great a national highway as the Mississippi."—*Toronto Globe.*

"Will be Canada's greatest and best asset."—*Pembroke Observer.*

"Will help to place Canada on the world's front street."—*Stratford Herald.*

"The project is an attractive one."—*Brantford Expositor.*

"Would virtually control the vast traffic of the Northwest."—*Montreal Trade Bulletin.*

"Would be of immense benefit to the Dominion."—*Montreal Shareholder.*

"At no point along its course can feel the grip of the American hand. Will be the true salvation of the country."—*Montreal, La Presse.*

"Its speedy completion is of very great importance."—*Quebec Chronicle.*

"Undoubtedly a great project."—*St. John, N.B., Globe.*

"The Ottawa River is a gift of nature, whose value can scarce be over-estimated. It seems destined to be as great a national highway as the Mississippi and its value as a source of electric power will also be an important national asset."—*Toronto Globe*.

"Nature has been generous in the construction of this north, and its long stretches of navigable water are among the Dominion's most valuable assets. These stretches are of a sufficient depth for the largest vessels on the upper lakes, and once they are connected by canal construction there will be a water route from Port Arthur and Fort William to Montreal no more circuitous than the average route by rail on this continent."—*Toronto Globe*.

"Sir William Van Horne, who ought to know something about it, says that his own line, the Canadian Pacific Railway, cannot compete with the water route through Lake Superior and Georgian Bay for the freightage of grain. Water carriage is always cheaper than rail—every farmer knows that. We have the best waterways naturally. We can build a canal across to the Ottawa River which would put the Erie out of business at a blow."—*Grain Shipper, Kingston*.

"If the Americans deem it important to spend \$100,000,000 on a barge canal, and \$200,000,000 on another scheme of inland waterways, it becomes Canadians to face the possibility of having their rightful inheritance—the carrying trade of the greater half of this continent—wrested from it never to be regained, and to take the steps necessary to cinch the prize once and forever."—*Ottawa Citizen*.

"Canada is rapidly forging to the place of the first wheat exporting country in the world. The transportation of this wheat will require a vast expenditure and any Government that is wise will certainly keep looking ahead to the future."—*Winnipeg Grain Growers' Guide*.

"The Georgian Bay Canal is a national enterprise, of gigantic proportions assuredly, but one that the nation is able for and that will advance her commerce almost infinitely when accomplished."—*Neebawa Register*.

"We are building for the future, not for a few months or years and 'the shortest route to the seaboard' will in generations to come as it is to-day, be a mighty factor in the commercial struggle on this continent."—*Eganville, Ont., Star-Enterprise*.

"It is beyond contradiction the shortest and cheapest route possible between the grain fields of the western prairies and Atlantic tide-water.

"Were the Georgian Bay Canal once undertaken the boom it would give to our great North and West would be heralded from coast to coast, and population would flow into Canada as never before."—*Montreal Trade Review*.

"If our government could recognize the tremendous possibilities of the increase of trade to this country by the construction of the Georgian Bay Canal, steps would at once be taken to accomplish this much-needed project which would settle for all time the supremacy of this great highway of commerce from the Great Lakes to the Atlantic seaboard over all others on this continent.

"The government could not undertake any other national enterprise that would aid the trade and commerce of Canada as much as the building of this much talked of and greatly needed canal."—*Montreal Trade Bulletin*.

"The Canal should be constructed without delay. The Government should not hesitate to assume the responsibility of its construction."—*Montreal Shareholder & Insurance Gazette*.

"The open ship waterway to the Great Lakes will divert a good share of the imports to the Northwestern States, and give us all the return ocean freight space our wheat and flour will require".—*Montreal Journal of Commerce*.

"If we are to spend millions upon canals, we may as well do it for the general advantage of Canada, instead of to the partial advantage of our neighbors."
Kamloops Sentinel.

"Could not fail to give a great impetus to the Maritime Provinces."
Glace Bay Gazette.

"Probably of more value to Nova Scotia than the building of the Grand Trunk Pacific railway."—*Maritime Mining Record.*

"Les hommes d'affaires du Dominion tout entier aspirent à la construction de cette nouvelle voie fluviale."—*Levis Quotidien.*

"The opening up of the Great Lakes for the first time to ocean-going traffic would be an event of the first commercial magnitude."—*London Times, Eng. Suppl.*

"Should prove far more profitable than the Panama Canal. The strategic value of the Canal, which gives us an All Red route to the head of the Great Lakes, ought not to be overlooked."
Financial Opinion, London, Eng.

"The commercial requirements of Canada demand that our Government should immediately take up with all seriousness the construction of a ship canal connecting the waters of Georgian Bay with those of the Ottawa."—*F. W. Thomson, President, Ogilvie Milling Company.*

"The deepening of the Welland alone will only facilitate internal commerce. It will leave the main question of opening deep water communication with the West where it was. The road to the sea is the crux of the situation. Within a year of the deepening of the Welland, we should have a demand for a new St. Lawrence canal system. This means an undertaking of far greater magnitude than the Georgian Bay Canal."—*J. A. Wilson, in Canadian Courier.*

"The Georgian Bay Canal is an enterprise in which every part of Canada from the Pacific to the Atlantic will have almost an equal interest. It will be a national undertaking in the fullest sense of the word. We do not want to build up American commerce and American shipping with our products. We ought under no circumstances to allow Canadian commerce to be deflected to the United States to build up cities there instead of benefiting our own country."--*Vancouver Province*.

"If the Georgian Bay Canal were completed and capable of accommodating our largest and most modern freighters, wheat could be delivered in Montreal, at 2½ cents per bushel."--*Captain Norcross, Duluth*.

AMERICAN PRESS OPINIONS.

"Canada holds a trump card in the Georgian Bay Canal."—*New York Sunday Herald*.

"By far the best route for a deep waterway from the upper Lakes to the sea."—*New York Engineering News*.

"No effective competition with this route appears in any way possible. When in operation the Buffalo route will be hopelessly outclassed, and the St. Lawrence will then solve and control the transportation conditions of the continent."—*New York Herald*.

"The actual transportation distance from the Soo to New York by way of Lake Erie and the Erie Canal is about twice as great as that from the Soo to Montreal, via the projected Georgian Bay route. It is estimated that the cost of transporting wheat to tide water would be reduced by at least 3½ cents per bushel. Between this route and its 21 feet of navigable depth and the \$101,000,000 gutter across New York State, the odds, as a business enterprise, are emphatically in favour of the Georgian Bay Canal."—*New York Sun*.

"The Georgian Bay Canal would mean the saving of from one and three-fifths to two days as compared with any other existing water route from the head of the lakes to an ocean port. It must expect to encounter opposition from vested interests. An attempt may be made to show that the money needed would be better spent in improving the existing Canadian water route, but on the whole there is so much to be said in favour of the Georgian Bay proposal that Sir Wilfrid Laurier's prediction that it may soon be taken in hand seems likely to be fulfilled."—*New York Sun*.

"The proposed Georgian Bay Canal if placed in operation, will deprive the United States of millions of tons of freight annually and deeply affect our markets."—*Chicago American*.

"To the *Sun* the advantages of the Georgian Bay Canal are so obvious that it does not for a moment consider the possibility of the Canadian Government stalling off the work under any pretext."

—*New York Sun*.

"The entire Northwest is upon the eve of still greater development and unless Canada lays out to participate in the transportation of the traffic that is to come out of this development, she will be left utterly out of the running."

"In addition to the enormous traffic originating in the American Middle West it is no stretch of imagination to predict that a volume equal to this will within the next fifteen years be coming down the Lakes from the Canadian West. To capture, to have and to hold this business is the first aim of those who advocate the construction of the Georgian Bay Canal."

"If the present Government does not undertake this task their successors will."

—*Cy Warman in Collier's Weekly*.

"The strategical value of a Canal entirely through Canadian territory from the seaboard to the Great Lakes big enough to float a fleet of battle-ships cannot be overlooked."

"Canada West cries out for the Canal for the stimulus it will be to her development, and offers a rich reward for this boon of cheap water transportation."

—*R. Isham Randolph in Chicago Record Herald*.

"This scheme is of the greatest significance to Chicago, giving her practically a great circle route to Liverpool, saving 774 miles over the present journey by way of New York."—*J. Paule Good in Report to Chicago Harbour Commission*.

"The real strategic opening out of Lake Huron eastwardly is by the projected Georgian Bay Canal. It would seem to be able to put both the Erie Canal and New York out of business so far as the great continental commerce is concerned."—*Herbert Quick in Inland Waterways in the Reader Magazine*.

"We who stand in the dawn
and see the light and watch the
sun rise on Canada's century, let
us to turn take up the work of
developing our country, not in
any narrow or sectional spirit,
but with the higher and broader
view that what serves Canada
best serves all Canadians best."

"The National Transcontinental
Railway was the work of the
first decade of our century. Let
the Garfield Dam Canal be the
work of the second."

—H. A. Wilson in Canadian Courier





